

Kenneth Dale Moore
Special Use Permit Application

	<u>SELF-STORAGE *</u> <u>WITH RETAIL</u>	<u>ALL SELF</u> <u>STORAGE</u>	<u>ALL RETAIL</u> <u>45,000 SQ FT</u>	<u>OFFICE</u> <u>45,000 SQ FT</u>
Real Estate Assessment				
Real Estate Taxes	\$2,000,000	\$1,700,000	\$2,700,000	\$3,150,000
Business Personal	\$17,200	\$14,620	\$23,220	\$27,090
Property Taxes				
Retail Sales Tax @ 1%	\$1,600	\$400	\$7,200	\$2,000
of Total Sales Based on				
\$200/sq ft per year in sales	\$20,000	\$0	\$90,000	\$0
B.P.O.L. tax				
	NOT CALCULATED			
Estimated Total Annual Taxes	\$38,800	\$15,020	\$120,420	\$29,090
Daily Traffic Generation	1,009	175	3,929	495

*** PROPOSED PROJECT**

environment. However, with the exception of management and scientific/technical jobs, office development still lags behind manufacturing in average wage rates for less-skilled workers.

Industrial

Gross tax revenues generated by industrial development are lower than for office or for retail, and the employment impacts are comparable. However, industrial wages, especially in the manufacturing sector, are typically well above average. Light industrial development involves considerably lower levels of employment, but the wages are typically above average. Traffic generation also lower, but there can be considerably more truck traffic.

General or *heavy* industry is, of course, most often identified with air and water pollution. Although EPA standards have lessened the impact of heavy industry, the County must continue to exercise caution that short-term fiscal needs do not eclipse long-term quality of life considerations. Traffic impacts of general industry vary greatly depending on whether a particular industry is labor-intensive or capital-intensive. Given the existing highway constraints in the County's Goodwin Neck General Industrial corridor, it would be prudent to emphasize capital-intensive industry in this area until Route 105 is extended to Goodwin Neck Road.

Summary

All of these considerations lead to the conclusion that a balanced approach should be taken with regard to land use and real estate development. In essence, the high tax-generating attributes of retail development can be balanced against the aesthetic appeal of office development and the typically higher wages associated with industry. Each type of non-residential development has its place in an overall economic development strategy. Consequently, great care must be taken to ensure that the land made available for each type of development is suited to such development with regard to such considerations as visibility, access, utilities, environmental sensitivity, and compatibility with nearby development. Retail development, for example, should be limited to major arterial roads that can handle the high traffic volumes. Traffic generation for industrial development is lower, but there is considerably more heavy truck traffic, requiring that these activities be located along major thoroughfares. These activities should be located along roads capable of handling such traffic and should not have to be accessed through residential areas. Office development is more compatible with residential development and can be used as a buffer between residential areas and more intense types of development.

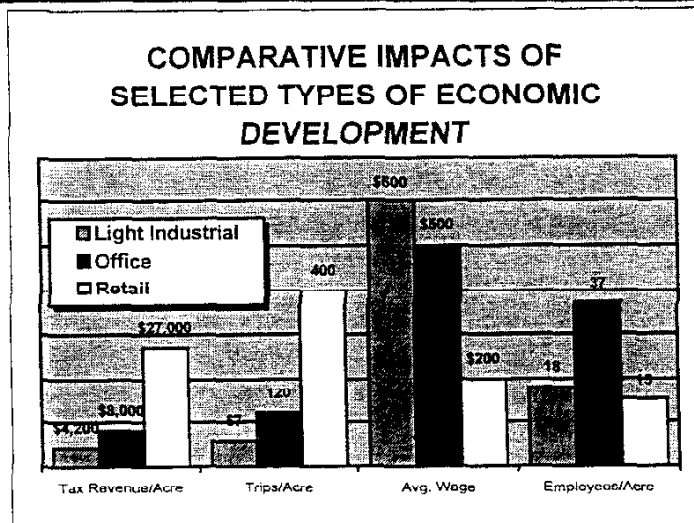


Figure 12

York County's desire to attract new businesses that provide good jobs must be tempered with the recognition that the County is limited by macroeconomic forces that are beyond its influence. Statewide, according to the Virginia Employment Commission's projections, the major employment growth sectors, at least through the year 2005, are expected to be services and retail trade, followed by government, construction, F.I.R.E. (Finance, Insurance, and Real Estate), and wholesale trade. The manufacturing sector, in contrast, is expected to shrink. Clearly, the competition for high-wage light manufacturing businesses in Virginia will be keen. Moreover, in today's global marketplace, York County must realize that competition for economic development is not just local or even statewide; rather, it is national and worldwide. It is not



Commercial Real Estate

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And US MAIL

February 3, 2000

Mr. Lamont D. Myers
Mid Atlantic Commercial
3630-H George Washington Memorial Hwy.
Yorktown, Virginia 23693

Re: Grocery store site

Dear Lamont:

As you will recall from our conversation last fall, NORCOM will not consider sites with a depth less than 575 feet for shopping center developments. We plan to have a national grocery store "anchor" each center and their minimum depth requirements are typically around 575 feet. This 575 feet of depth does not include setbacks. Please make sure we can place landscaping, parking and/or driveways in the 575 feet. Enclosed for your review is a typical grocery store site plan.

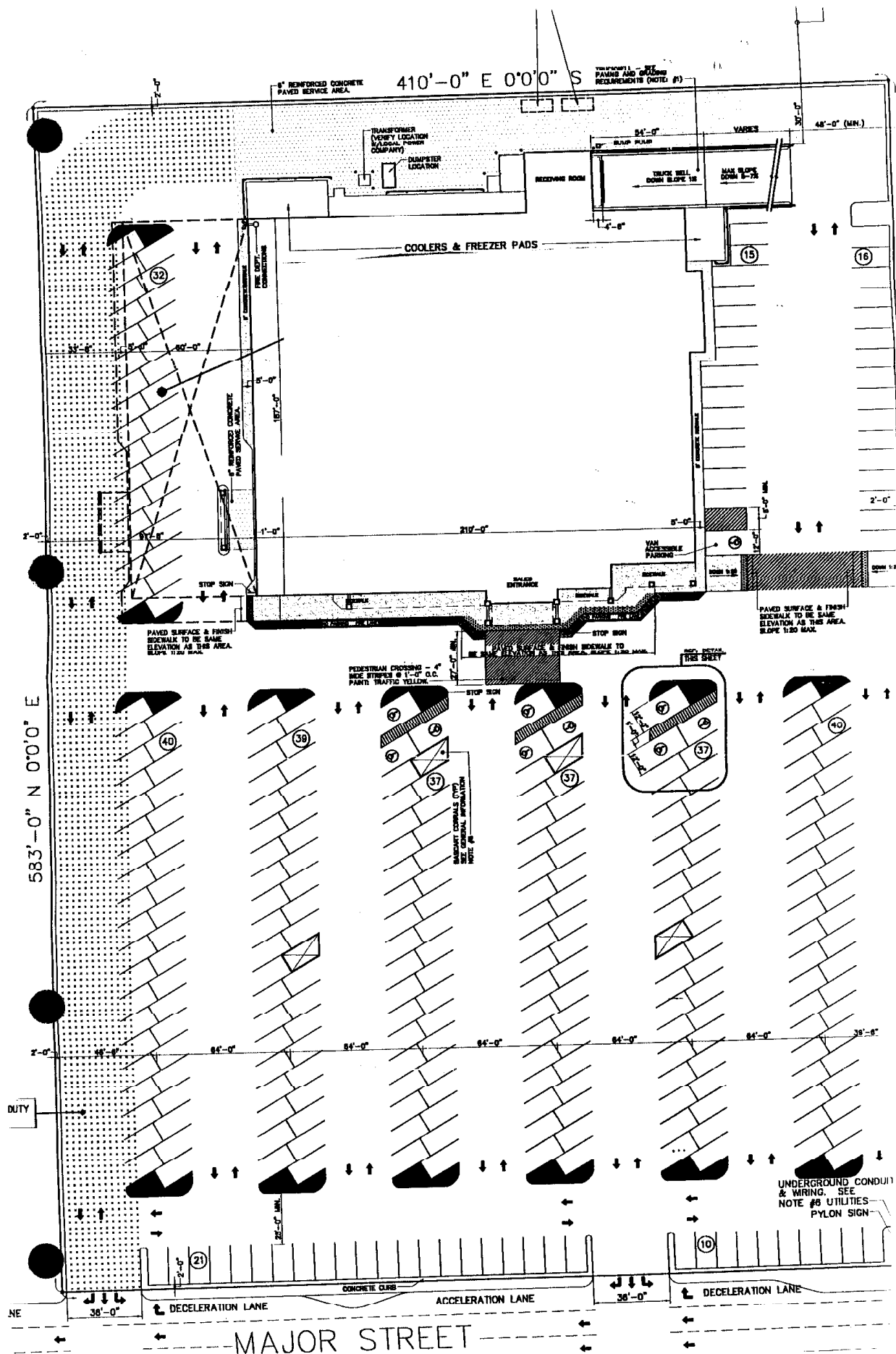
Do not hesitate to give me a call if you have any questions regarding this matter.

Sincerely,
NORCOM Development, Inc.

A handwritten signature in dark ink, appearing to read "S + D Rich", written over a horizontal line.

Stephen D. Rich
Director of Development

Enclosure



TELEPHONE
(757) 461-1000
Fax (757) 461-4433

THE **Kotarides**
COMPANIES
Builders - Developers
State Registered #10511

P.O. BOX 12136
NORFOLK, VA 23541

January 25, 2000

Lamont D. Myers
Mid-Atlantic Commercial
3630-H George Washington Memorial Highway
Yorktown, VA 23693

Dear Mr. Myers:

Thank you for meeting with me yesterday and showing me your plans for the property adjoining our apartment community. I think your proposed project will be a good neighbor for us and is preferable to any alternative use. I also think that the color and material selections that you have proposed will compliment our community.

Please keep me updated on the status of your project and let me know if there is anything I can do to assist you.

Sincerely,



Pete Alex Kotarides
BS2 L.L.C.